



DEPARTMENT OF THE NAVY
USS MIDWAY (CV 41)
FPO SAN FRANCISCO 96631

1981

CV41:03:bnj
5750
Ser C-12-82
14 March 1982

[REDACTED] - Unclassified upon removal of enclosure (1)

From: Commanding Officer, USS MIDWAY (CV-41)
To: Chief of Naval Operations (OPS-0502)

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Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS MIDWAY Command History for Calendar Year 1981

1. (U) In accordance with reference (a), enclosure (1) is forwarded.

R. S. Owens
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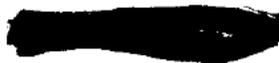
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TYPED: YN2 JONES
DATE: 3/4/82

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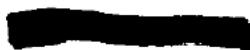


**USS MIDWAY (CV-41)
COMMAND HISTORY 1981
CAPTAIN R. S. OWENS, USN
COMMANDING**

Classified by: Multiple Sources
Declassify on 31 December 1988

Enclosure (1)

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B. SUMMARY OF OPERATIONS

1. (U) SYNOPSIS

1-4 January inport Yokosuka, Japan

5-12 January at sea Northern Japan/Okinawa Operations Area

13 January - 3 February inport Yokosuka, Japan

4-12 February at sea Northern Japan/Okinawa Operations Area

13-22 February inport Yokosuka, Japan

23 February - 2 March at sea Okinawa/Subic Operations Area

3-6 March inport Subic Bay, Philippines

7-11 March enroute to Singapore

9-11 March Exercise MERLION with the Singapore Navy

12-16 March inport Singapore

17-24 March relieve USS RANGER enroute to GONZO Station

24-25 March GONZO exercise with the Royal Navy

25 March - 29 April GONZO Station Operations

6-7 April SOAFEX with the Sultan of Oman Navy

30 April - 5 May enroute to Perth, Australia

4-5 May exercise BEACON SOUTH with the Royal Australian Navy

6-10 May inport Perth

10-19 May exercise BEACON COMPASS with the Royal Australian Navy

20-24 May enroute to Subic Bay, Philippines

25-30 May inport Subic Bay, Philippines

31 May - 4 June enroute to Yokosuka, Japan

5-25 June inport Yokosuka, Japan

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26 June - 3 July at sea in Okinawa Operations Area/enroute to Hong Kong

4-5 July inport Hong Kong

6-15 July typhoon evasion and transit to Yokosuka - Exercise MULTIPLEX/Operational Readiness Evaluation

16 July - 5 August inport Yokosuka, Japan

6-12 August operations in the Northern Philippine Sea

13 August - 2 September inport Yokosuka for upkeep

3-9 September operations in the Okinawa and Subic Bay Operating Areas

10-14 September port visit to Subic Bay, Philippines

15-20 September transit to Pattaya Beach, Thailand

21-25 September inport Pattaya Beach

26 September - 5 October transit to Yokosuka, Japan

6-28 October inport Yokosuka for upkeep

29 October - 11 November operations near Okinawa and Korea

12-16 November inport Pusan, Korea

17-22 November operations in the Sea of Japan and transit to Yokosuka, Japan

23 November - 2 December inport Yokosuka, Japan

3-11 December operations in the Northern Philippine Sea near Okinawa

12-19 December port visit to Sasebo, Japan

20-21 December operations in the Philippine and East China Seas in support of the Korean contingency

22-23 December transit to Yokosuka, Japan

23-31 December inport Yokosuka, Japan

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PART I
BASIC HISTORY 1981

A. COMMAND ORGANIZATION

1. (U) Commanding Officer, USS MIDWAY (CV-41)

Captain E. I. Carmichael, USN, (b) (6) /1310; Commanding Officer from 1 January 1981 to 16 February 1981.

Captain R. S. Owens, USN, (b) (6) /1310; Commanding Officer from 16 February 1981 to 31 December 1981.

2. (U) Commander Air Wing FIVE embarked: Captain R. P. Flower; 1 January 1981 to 31 December 1981.

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2. (U) FULL TEXT

(U) 1981 began with USS MIDWAY stationed in port Yokosuka, Japan. On 5 January MIDWAY deployed to the Northern Japan/Okinawa operating area. On 10 January an Inspection and Survey (INSURV) team arrived to conduct an INSURV of MIDWAY. Later, on 12 January, at sea operations were concluded and MIDWAY returned to Yokosuka on the thirteenth. On 15 January the INSURV ended and MIDWAY was found fit for further service.

(U) MIDWAY departed Yokosuka again on 4 February for the Northern Japan/Okinawa operations area and on the 6th of February intercepted two Soviet TU-95 BEAR aircraft. MIDWAY returned to Yokosuka on 13 February and on the sixteenth a Change-of-Command ceremony was held aboard. Captain R. S. Owens assumed command.

(U) On 23 February MIDWAY deployed to the Okinawa/Subic Bay, Philippine operating areas. After a three day upkeep period at Subic Bay, the MIDWAY deployed to Singapore where exercise MERLION was conducted on 9 through 11 March with the Singapore Navy.

(U) On 10 March seventeen passengers of a crashed helicopter were rescued by men of the USS MIDWAY. The survivors (Indonesian, Japanese, Singaporeans, Dutch and American) were first discovered by a MIDWAY A-6 Intruder aircraft during a routine surface search mission. MIDWAY's search and rescue helicopter squadron was called in and the survivors were flown to the MIDWAY where they received medical treatment and food. MIDWAY salvaged the helicopter and two days later entered port at Singapore - home for most of the survivors.

(U) On 11 March 1981, the Honorable Richard Thayer, U. S. Ambassador to Singapore, and numerous government of Singapore officials flew aboard to observe flight ops and watch the ship's crew in their daily routine. They were met and accompanied by RADM Hardisty, Carrier Strike Force Seventh Fleet, and CAPT Owens. On 12 March the MIDWAY entered port at Singapore for five days of liberty. On 13 March, COMNAVAIRPAC, VADM Schoultz visited the ship while anchored in Singapore harbor. After a tour of the ship he addressed the crew via the ship's closed circuit TV system (CCTV).

(U) On 17 March the MIDWAY put to sea to relieve the USS RANGER on GONZO Station by 24 March and conduct operations there. MIDWAY intercepted two AN-12 CUB aircraft on 2 April, an IL-62 CLASSIC on 5 April, and another CUB on 6 April. Between 6 and 7 April exercise SOAFEX with the Sultanate of Oman Navy was conducted. Also on 7 April, two IL-38 MAY aircraft were intercepted by MIDWAY. On 14 April exercise GONZOEX 81-3 began. MIDWAY intercepted 2 MAY aircraft on 15 April. The following day, 16 April, Senator Mark O. Hatfield (R-OR), Senator James A. McClure (R-ID), Ambassador Pelletreau and several ranking American military personnel arrived via helo while MIDWAY was operating in the Indian Ocean. After a tour of the ship and viewing flight ops they were briefed by RADM Hardisty, Commander Strike Force Seventh Fleet. On 18 April exercise GONZOEX with USS INDEPENDENCE Task Group ended. On 27 April, CINCPACFLT Admiral D. C. Davis, arrived via helo while the ship was off Diego Garcia. While onboard ADM Davis re-enlisted five crew members, spoke with old ship mates and addressed the crew via CCTV.

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(U) On 30 April MIDWAY departed GONZO Station enroute Perth, Australia. Exercise BEACON SOUTH was conducted with the Royal Australian Navy on 4-5 May. This was followed by a port visit on 6 May. On 9 May, while inport Perth, Australia, RADM Barth, Commander Carrier Group Three, hosted a luncheon onboard. Visiting the ship were Australian Senator Peter Sim and several ranking Perth businessmen and academicians. After lunch they were given a tour of the ship. On 10 May, MIDWAY put to sea and began Exercise BEACON COMPASS with the Royal Australian Navy. The exercise ended 19 May and on 23 May, while enroute to Subic Bay, Philippines, MIDWAY intercepted two TU-95 aircraft. MIDWAY entered port at Subic on 25 May. Following five days upkeep at Subic the MIDWAY returned to Yokosuka for 21 days upkeep and on 9 June several Japanese Diet Members, including Yataro Mitsubayashi, Chairman Education Committee arrived onboard MIDWAY accompanied by RADM D. L. Felt, COMNAVFORJAPAN. They were greeted by CAPT Owens and enjoyed lunch in the Captain's Inport Cabin followed by a tour of the ship.

(U) On 11 June, Ichiro Nakagawa, Director General of the Science and Technology Agency came onboard while inport Yokosuka for an orientation tour. He was met by CAPT Owens and given a briefing and tour of the ship. Prior to leaving he was given several mementos of his visit. On 26 June, MIDWAY set to sea for operations in the Okinawa operating area. This was followed by a two day visit to Hong Kong (4-5 July). MIDWAY cut short her stay in Hong Kong due to an approaching typhoon. During the transit to Yokosuka the MIDWAY conducted exercise MULTIPLEX/ORE (Operational Readiness Evaluation) with TG 70.1 and CTF 75. Several Soviet warships and research ships came under the scrutiny of the MIDWAY during this time. The MIDWAY returned to Yokosuka on the 16th of July and underwent a brief period of upkeep before getting underway on the 6th of August.

(U) On 10 August, Mr. Joji Omura, Director General, Japanese Defense Agency flew aboard MIDWAY with several Japanese military personnel. They were accompanied by COMNAVFORJAPAN, RADM Felt. After viewing flight ops they expressed their sincere appreciation for MIDWAY's contribution to the Defense of Japan. The MIDWAY returned to Yokosuka after local operations near Japan on 13 August.

(U) On 2 September, ADM Thomas B. Hayward, CNO, kicked off his tour of Far East Naval Units when he visited MIDWAY while inport Yokosuka. He addressed the crew on the ship's flight deck and concluded his address with a question and answer period. ADM Hayward was escorted about the ship by MIDWAY's Commanding Officer, CAPT R. S. Owens.

(U) The morning of September 3rd found the MIDWAY at sea again conducting a MISSILEX and MINEX in the Okinawa and Subic operation areas. On 6 September, ADM Hayward, CNO, arrived aboard MIDWAY via A-6 aircraft while the ship was operating off Subic Bay, Philippines. He used MIDWAY as a staging area to helo to other units of the battle group. Approximately four hours later he was launched off MIDWAY's starboard catapult for his return flight to Cubi Point. On the 6th and again on the 8th of September MIDWAY aircraft intercepted two Soviet TU-95 BEAR D aircraft. On the 10th of September the MIDWAY arrived for a port visit in Subic Bay, Philippines.

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(U) On 11 September, ADM. James D. Watkins, CINCPACFLT, arrived while CV-41 was inport Subic Bay. He toured the ship accompanied by CAPT Owens and addressed the ship's personnel assembled in the Hangar Bay. The purpose of his visit was to "feel the pulse of the fleet." The MIDWAY got under way from Subic Bay on the 15th of September. During the transit to Pattaya Beach, Thailand the MIDWAY served as a major link in the testing and evaluation of the USS AMERICA's Tactical Flag Command Center (TFCC). MIDWAY supported and monitored the flow of information to the AMERICA through MIDWAY's own TFCC.

(U) After a five day port call at Pattaya Beach and transit through the South China Sea and Philippine Sea the MIDWAY returned to Yokosuka.

(U) On 13 October, RADM Heijiro Abe (ret), Pearl Harbor attack veteran, came aboard for a picture taking session and talk with Captain Owens. One of these pictures was published in Time Magazine in their December 7th issue.

(U) Returning to sea on the 29th of October the MIDWAY operated in the Okinawa and Korea operation areas.

(U) On 11 November, the Honorable Richard L. Walker, U. S. Ambassador to Korea, flew aboard accompanied by RADM J. G. Storms III, COMNAVFORKOREA, and several ranking Korean and American military personnel. They were welcomed by RADM Hardisty and CAPT Owens, after which they toured the ship and viewed flight ops.

(U) The MIDWAY entered Pusan, Korea for a five day visit on 12 November. On 13 November, General John A. Wickam, Jr., CINC, United Nations Command/Combined Forces Command Korea visited the ship while inport Pusan. He toured the ship and took time to speak with several crewmembers while on his tour. He also expressed his thanks for the warm welcome and hospitality shown to Ambassador Walker two days earlier.

(U) Departing Pusan the MIDWAY steamed into the Sea of Japan on the 17th of November. Two Soviet warships were observed while the MIDWAY conducted operations. Two Soviet TU-95 BEAR D aircraft were intercepted on the 18th. Leaving the Sea of Japan on the 20th, the MIDWAY was able to arrive in Yokosuka in time to spend Thanksgiving day at home.

(U) On 3 December MIDWAY got underway for operations in the Okinawa area. On 3-4 December, RADM G. M. Furlong, COMFITAEEWINGPAC, arrived for a two day visit to evaluate MIDWAY's AEW capability.

(U) On 8-9 December, RADM Felt, COMNAVFORJAPAN, accompanied a group of Japanese Diet Members and Japanese Self Defense Force Military personnel for a tour of the ship. They flew aboard, viewed flight ops, spent the night and departed the next day. This was part of a program sponsored by COMNAVFORJAPAN to give Japanese politicians and military men a better understanding of MIDWAY's capabilities and her role in the defense of Japan.

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(U) The MIDWAY arrived in Sasebo, Japan on 12 December to unload weapons in preparation for an Extended Incremental Ships Restricted Availability (EISRA) period. Due to tensions in Korea the MIDWAY reloaded the ordnance and got underway on the 20th of December. The MIDWAY was able to begin the scheduled transit home on the 22nd, returning to Yokosuka on the 23rd of December for Christmas and for Extended Incremental Ships Restricted Availability (EISRA).

(U) Finally in 1981, the competitive cycle for the Battle Efficiency Award (Battle "E") ended. The USS MIDWAY received the award from Commander Naval Air Forces Pacific (COMNAVAIRPAC) for standing first in Operational readiness among all aircraft carriers assigned to COMNAVAIRPAC. The competitive cycle covered 18 months from 1 July 1980 to 31 December 1981. MIDWAY also had three departments cited for individual awards. They include: Engineering, Communications and Damage Control.

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C. SPECIAL TOPICS

1. (U) Carrier Air Wing Five Command Organization

a. (U) Commander Carrier Air Wing Five

Captain R. P. Flower; 1 January 1981 to 31 December 1981

b. (U) Composition of Command

Fighter Squadron One Six One: 15 F-4J Phantom II

Commander J. L. K. Corcoran; 1 January 1981 - 22 October 1981

Commander N. L. Tarrant; 22 October 1981 - 31 December 1981

Fighter Squadron One Five One: 13 F-4J Phantom II

Commander R. S. Farrell; 1 January 1981 - 31 December 1981

Attack Squadron Nine Three: 13 A-7E Corsair II

Commander M. R. Rackowitz; 1 January 1981 - 22 December 1981

Commander J. H. Finney; 22 December 1981 - 31 December 1981

Attack Squadron Five Six: 13 A-7E Corsair II

Commander C. S. Mitchell; 1 January 1981 - 28 December 1981

Commander E. E. Shipe; 28 December 1981 - 31 December 1981

Attack Squadron One One Five: 15 A6E/KA6D Intruder

Commander J. D. Favaro; 1 January 1981 - 21 April 1981

Commander R. R. Wittenberg; 21 April 1981 - 31 December 1981

Tactical Electronic Warfare Squadron One Thirty Six: 4 EA-6B

Commander B. N. Jeffers; 1 January 1981 - 16 August 1981

Commander W. A. Dwinelle; 16 August 1981 - 31 December 1981

Carrier Airborne Early Warning Squadron One One Five: 4 E2B Hawkeye

Commander George E. Huxhold; 1 January 1981 to 23 June 1981

Commander George C. Kickhofel; 23 June 1981 to 31 December 1981

Marine Photoreconnaissance Squadron Three: 4 RF-4B

LT COL J. G. Thomas; 1 January 1981 to 31 December 1981

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Helicopter Composite Squadron One Detachment Two: 5 SH-3G

Officer in Charge, LCDR (b) (6)
1 January 1981 - 31 December 1981

2. ~~(C)~~ Summary of Flight Hours for 1981

VA, VF, VMFP, VAW, VAQ and HC-1 DET-2

<u>MONTH</u>	<u>HOURS</u>	<u>TRAPS</u>
JAN	2466	350
FEB	2157	620
MAR	3079	1351
APR	3337	1429
MAY	1902	697
JUN	1923	307
JUL	2886	573
AUG	2469	403
SEP	1915	699
OCT	2317	236
NOV	2522	833
DEC	2109	<u>562</u>
TOTAL	28,083	7,903

(U) The summary of flight hours above includes figures for aircraft arrested landings (TRAPS) which will differ from the figures in annex A (Air Department) for arrested landings. Air Department figures include all arrested landings while the above set of figures are for the Air Wing only.

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PART II
DOCUMENTARY ANNEXES

A. MAJOR DEPARTMENT REPORTS

1. (U) OPERATIONS DEPARTMENT

a. ~~(C)~~ Combat Information Center (CIC)

(1) ~~(C)~~ MIDWAY was inport Yokosuka, New Years Day, 1981. MIDWAY then had two short cycles of local operations and an upkeep period before commencing an Indian Ocean deployment. In early February, MIDWAY detected and intercepted two BEARs. Later in the month, MIDWAY had two Basic Point Defense Missile System (BPDMS) firing exercises. The Quarter ended with MIDWAY relieving RANGER on GONZO Station.

(2) ~~(C)~~ The first two weeks of April became busy as MIDWAY successfully intercepted two CUBs, eight MAYs and a CLASSIC. Also in April, MIDWAY had six Anti-Air Warfare Exercises (AAWEX's) of opportunity. Upon completion of Carrier Battle Group (CVBG) operations, MIDWAY headed south for Exercise BEACON COMPASS, in late May. It was at this time that MIDWAY intercepted two BEARs in the Subic Operations Area. After returning to Yokosuka for an upkeep period; MIDWAY went on local operations completing two live BPDMS firings. During this time, MIDWAY's Airwing conducted a Close Air Support Exercise (CASEX) with the Marines.

(3) ~~(C)~~ A shortened port visit to Hong Kong, necessitated by an approaching typhoon, ended with MIDWAY returning to Yokosuka in mid July. On the way back to Yokosuka, MIDWAY conducted a MULTIPLEX/ORE with TG 70.1 and CTF 75. Also, during this period, MIDWAY conducted six AAWEX's. August was split with local operations and an inport in Yokosuka. In September MIDWAY Airwing conducted a Missile Exercise (MISSILEX) and a Mine Warfare Exercise (MINEX.) MIDWAY closed out the quarter with a BPDMS firing, two BEAR intercepts and two AAWEX's.

(4) ~~(C)~~ October saw Exercise FORTRESS WARRIOR completed with the successful intercept of a P-3 aircraft simulating a BEAR D. November became busy as MIDWAY conducted another MISSILEX, a CASEX, a MINEX and a multiple raid AAWEX, Surface Action Group Exercise (SAGEX), War at Sea Exercise (WASEX) and a Harpoon Missile Exercise (HARPOONEX). Thanksgiving was spent in Yokosuka. MIDWAY pulled out for two more weeks of training and a weapons off-load in Sasebo. Prior to Sasebo, MIDWAY had a Combat Readiness Assessment Exercise (CRAE), a MISSILEX, a CASEX and a live firing of the BPDMS. The off-load in Sasebo became a quick on-load in response to the Korean contingency commitment. MIDWAY received word to return to Yokosuka and she arrived two days before Christmas to start her EISRA.

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b. (U) METEOROLOGICAL HIGHLIGHTS

(U) In February, the integrated command acoustic predication system (ICAPS) was installed. The ICAPS enabled MIDWAY to provide on-the-spot ASW support to ship's company, embarked staffs and escorts as required. Later in May, a modified receiver was installed in the SMQ-6 which will enable weather to copy Russian and Japanese Meteorological Satellites when a new antenna is installed in February 1982.

(U) In June a meteorological satellite NOAA-7 was launched which enables weather to receive more satellite coverage. Also in June, three OA division personnel were sent Temporary Duty to Taegu and Kwang-ju, Korea to provide weather support for CVW-5 operations.

(U) Typhoon Kelly delayed MIDWAY's entry into Hong Kong by one day in July and Typhoon Lynn forced MIDWAY to initiate emergency sortie from Hong Kong three days early after 36 hours of liberty. On 22 August Typhoon condition I was set at 1800I due to Typhoon Thad. Maximum winds observed in Yokosuka were 120 degrees at 57 kts, and on 22 October Typhoon condition I was set at 1755I due to Typhoon Gay. Maximum winds observed in Yokosuka were 340 degrees at 60 kts.

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c. (U) ELECTRONICS

(1) (U) Ship Alteration (SHIPALT) 5312K "install AN/SPS-49 Radar" was completed including certification. The AN/SPS-49's predecessor, the AN/SPS-37 was removed.

(2) (U) Under SHIPALT 4113K, the AN/SPS-48A was upgraded to an AN/SPS-48C. This conversion saw the addition of an AN/UYK-20 computer and automatic detection and track (ADT) system.

(3) (U) Work commenced to install an additional AN/VRC-46, SHIPALT 5935K, to satisfy communication requirements for support boat operations. Upon inspection of the Government Furnished Maintenance (GFM) material, SRF found that the contents were not for the SHIPALT. The only progress made was the installation of the new antenna.

(4) (U) The below listed jobs were started during EISRA 82-60 in December 1981:

SHIPALT 5336K - Install lightweight TACAN antenna in order to enable the ship's TACAN to be operated over a large number of radio frequency channels and allow top-of-the-mast installation.

SHIPALT 5340K - Naval Modular Automated Communications System (NAVMACS) B, replacing NAVMACS A+ and providing a system for automating certain message processing functions presently performed manually.

SHIPALT 5340K - Install MUTE (AN/SSQ-82). The system will continuously monitor and control the radiation status of shipboard emitters and provide for a very rapid shut down of preselected emitters as a response to anti-radiation missiles.

SHIPALT 5804K - Replace AN/URC-85 with AN/URC-93. The intent of this alteration is to provide equipment which has improved logistics support.

SHIPALT 4113K - Install AN/SPS-48 radar. The final requirements of this alteration were started to relocate the AN/SPN-42 antennae in order to eliminate the vibration which has prevented the system from being fully certified.

All antennae and pedestals associated with the AN/SPN-41, AN/SPN-42 and AN/SPN-43 systems are being replaced with refurbished units.

MK 3, MOD 7 Ships Inertial Navigation System (SINS) system is being refurbished by Sperry Corp. to include a new binnacle and associated equipment.

Two new antennae were received for the AN/SMQ-10 system. The system should become fully operational by the end of EISRA 82-60.

The AN/SPA-4 in secondary conning is being replaced with a more reliable AN/SPA-25.

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d. ~~(C)~~INTELLIGENCE

(1) ~~(C)~~MIDWAY's Intelligence section comprises three divisions providing cryptologic (OS), intelligence (OZ) and photographic (OP) support to the ship, airwing and embarked staffs. During 1981 this support has been rated "excellent" to "outstanding" in semi-annual readiness and Quarterly Operational Commander's Performance reports. A grade of 95% during the July 1981 Operational Readiness Exercise was awarded.

(2) (U) Significant achievements have included:

(a) ~~(C)~~ Operational evaluation of the AN/USQ81V Tactical Flag Command Center and associated Cryptologic Combat Support Console and participation in "OUTLAW SHARK" evaluation under CNO priority projects.

(b) ~~(C)~~ Continuous support to an embarked photographic reconnaissance detachment, the only RF4B configured unit in PACFLT.

(c) ~~(C)~~ Cryptologic and intelligence support to embarked staff (including CTF-70) during Iranian and Korean contingencies .

(d) (U) Production of high quality intelligence reports during the competitive period, as well as support in the development of a petroleum/construction vessel recognition publication and participation in a CNO project for National Geographic Magazine.

(e) ~~(C)~~ Integration of AN/SXQ8 Closed Circuit Television into Operations and support to A6E/A7E TRAM-IRTV-ASP programs.

(3) (U) MIDWAY's Intelligence Section has initiated an active cross-training program which has included posting of MIDWAY personnel to local intelligence and photographic units and indoctrination of off-ship personnel during underway periods.

(4) ~~(C)~~ MIDWAY's Naval Security Group Division was augmented on five occasions by appropriate Cypologic Electronic Support Measures (CESM) warfare skills to provide direct support to the ship, airwing and embarked staff. During Indian Ocean MODLOC operations (March - June 1981), CESM resources were used extensively to detect, classify and track reconnaissance and transit flights by Soviet MAY and CUB aircraft operating in the battle group area. A Signals Security (SIGSEC) team from Naval Security Group Detachment Yokosuka was embarked in order that the battle group's excellent SIGSEC posture be examined. Assistance included briefings to ship and airwing personnel and a monitoring effort which provided feedback on the daily SIGSEC posture of the battle group. Appropriate CESM personnel and SIGSEC teams also embarked during operations in the Northern Japan and Okinawa opareas and enroute to and return from Hong Kong in July and enroute to and return from Pattaya Beach, Thailand in September and October. During routine operations in the Okinawa operating area and in the Sea of Japan in November, CESM personnel were again embarked to provide direct support to the battle group and embarked staff. During the Indian Ocean deployment and during the routine

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operations in November when Commander, Carrier Group FIVE was embarked, the SI communications center processed approximately 700 messages per day. The two-fold increase in message volume was handled with no degradation in service or quality. Material readiness of all cryptologic equipment was maintained at or above 99 percent throughout the period.

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2. (U) SUPPLY DEPARTMENT

a. (U) During 1981, the Supply Department took various actions to increase both material support and services. Aviation Consolidated Allowanced List (AVCAL) support was improved, off ship requisitions for Non-Mission Capable Supply/Partial Mission Capable Supply/Casualty Report (NMCS/PMCS/CASREPT) material were reduced, new equipment was installed in Automatic Data Processing (ADP) and Ship Service Areas and a new division, S-8, was established to consolidate storage. In addition MIDWAY's Food Service operation was recognized as the best of all Pacific carriers by COMNAVAIRPAC during the Pre-NEY (Admiral Ney Award) Award inspection.

(1) (U) Increased AVCAL Support

As a result of the AVCAL Quality Review Conference in August 1981, Pool levels were increased 25% to support a 10 day turn around time during multi-site operations.

(2) (U) NMCS/PMCS/CASREPT/Requisitions

Due to aggressive management efforts by the Supply/Maintenance team off ship NMCS/PMCS requisitions averaged 70 for all at sea periods. During the last 5 months of 1981 CASREP requisitions averaged 5.5, with one 18 day period with only 1 CASREP requisition outstanding. These represent a significant decrease over 1980.

(3) (U) ADP Equipment

During 1981 the ADP section replaced the UNIVAC 1710 Card Key Punch Machines with TAB 700 Key to Disk Data Entry System. This has had a direct impact on reducing major keypunch backlogs. Also during 1981 the Wang/TTY communications system was installed. This allows the Supply Department to provide communications with a prepunched paper tape thereby reducing transmittal delay.

(4) (U) Renovation of Ship Service Areas

During 1981 the Sales Division renovated the Crew's Barber Shop and the Sales Office. Security was improved by the installation of a high security cage in the Sales Office for the agent cashier and the installation of an alarm system in all storerooms and retail areas.

(5) (U) Pre-NEY and Supply Management Inspection

During the Supply Management Inspection (SMI) conducted in December the Food Service Division earned a rank of outstanding, an improvement over the grade of satisfactory earned in 1979. In addition, COMNAVAIRPAC rated MIDWAYS's Food Service operation as the best of all carriers in the Pacific during the Pre-NEY inspection.

(6) (U) Fast Food

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Fast Food service was improved with the replacement of the existing broiler with the new type hamburger broiler, a new potatoe extruder and replacement of all existing ovens. The atmosphere of the forward dining area was enhanced by renovation of the spaces.

(7) (U) RUPE's ROOST

MIDWAY's Pierside diner, RUPE's ROOST, replaces the fast food operation while inport Yokosuka serving charcoal broiled hamburgers and hot dogs. During the summer months, four man tables and beach umbrellas are situated on the surrounding grounds. The structure was improved by the installation of a heating system for the winter, inside lighting system, repainting of the building, steam food lines, two microwave ovens, a refrigerator and beverage dispensers. In coordination with Yokosuka Navy Exchange, five vending machines were installed serving soda and hot food. During EISRA 82-60, the operation was expanded to serve continental breakfast, picnic style luncheons and sandwiches for Midnight Rations (midrats). The diner is open 24 hours for the crew's use and access to the vending machines. Average patrons are 200 for breakfast, 1200 for lunch and 400 for midrats.

(8) (U) S-8 Division

S-8 Division was established in February of 1981 by combining the storage sections of S-1 General Stores and S-6 Aviation Stores. In September of 1981, functional realignment was completed with S-8 assuming the responsibility for all issues and management of the material delivery unit formerly under the control of S-6 Division.

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3. (U) ENGINEERING DEPARTMENT

a. (U) SHIPALTS COMMENCED:

Boiler Water Gage Glasses - replaced.

Provide central air conditioning to plant number seven.

Install two 1,000 GPM electric fire and flushing pumps.

Install one 1,000 GPM electric fire fighting pump.

Alternate source of power for low pressure air compressors.

Upgrade engineering manual bus transfer.

Upgrade telephone system.

b. (U) SHIPALTS COMPLETED:

Main engine sump level indicators.

Low pressure drain orifices.

Shore steam strainers.

Fire safe fuel oil strainers.

Increase electric shop facilities.

Install Aqueous Fire Fighting Foam (AFFF) bilge sprinklers.

Install forced draft blower stiffener braces.

Installation of monel bottom surface blow valves and piping.

Increased capacity of auxiliary exhaust piping system from 8 in. to 10 in..

c. (U) MAJOR CASUALTY:

Ruptured tube/low water in number 1C boiler on 2 March 1981.

Port sectionalizing breaker fire occurred on 1 August 1981.

Replaced number 2 M.E. chain drive L.O.S.P. underway by ship's force on 27 September 1981

Number 3 - 6 spring bearing wiped on 28 October 1981; replaced underway by ship's force.

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d. (U) SIGNIFICANT DEPARTMENT ACHIEVEMENTS:

An INSURV was conducted of MIDWAY's Engineering Plant in January 1981. The condition of the plant was deemed considerably improved since its last INSURV. No mission limiting discrepancies were noted - - a remarkable feat for a ship with over 45 quarters since its last overhaul.

All twelve boilers were placed in commission for the first time in over a year during April 1981. A Command inspection was held in May. There were no discrepancies noted in the engineering department. In November MIDWAY's first dedicated valve maintenance shop was established. An organized lube oil management center for control and testing of 2190 TEP lubricant was also established.

(U) Finally in 1981, the Engineering efficiency "E", a coveted award presented to the top standing Engineering Department aboard aircraft carriers assigned to COMNAVAIRPAC, was awarded to the Engineering Department for the period 1 July 1980 to 31 December 1981. In addition, MIDWAY's Damage Control Division received the Damage Control efficiency "DC" award for the top Damage Control organization among Pacific Fleet Carriers.

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4. (U) WEAPONS DEPARTMENT

a. (U) The Weapons Department completed the year in a high state of readiness having successfully competed in twelve major inspection/exercises. These included a Board of Inspection and Survey (INSURV) in January, Basic Point Defense Missile System Qualification Test in April and May, Shipboard Explosive Safety Inspection in June, Pre-Overhaul Test and Inspection in May and June, Operational Readiness Evaluation in July, Command Inspection in July, and Mine Warfare Readiness Inspection in September. Stockpile Emergency Verification was conducted in November. Carrier Readiness Ammunition Expenditures was done in February and December. Also in December a Maintenance, Material and Management Inspection was done.

(U) Technical Assistance visits from Pacific Missile Test Center representatives during missile assembly resulted in MIDWAY being granted permission from COMNAVAIRPAC to reconfigure tactical sparrow and sidewinder missiles to exercise missiles.

(U) The department provided live ordnance to CVW-5 for use on weapons ranges near Okinawa, the Philippine Islands and Lancelin Range in Western Australia. Ready service and alert ordnance was continuously provided to CVW-5 aircrews during MIDWAY's Indian Ocean Operations expending in excess of 2,000 tons of practice ordnance. In reporting ammunition expenditures, MIDWAY received recognition from Ship's Parts Control Center as the only carrier that registered 100 or more transaction line items; thereby experiencing an error rate of three percent or less.

(U) In preparation for an Extended Incremental Ship's Repair Availability (EISRA), MIDWAY offloaded all ordnance. Because of world tensions, MIDWAY was placed in an increased readiness posture, requiring ordnance re-arming and subsequent off-loading a second time. Weapons Department handled in excess of 6,000 short tons of ordnance in a thirteen day period. During EISRA, ship alterations will modify ammunition magazines to accommodate the Improved Rapid Rearming System providing for a more rapid stowage and breakout of aviation ordnance. Magazine decks will be converted to universal tie-down stowage, permitting greater ammunition loadout.

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5. (U) COMMUNICATIONS DEPARTMENT

(U) USS Midway transmitted 49,828 messages and received 253,288 messages during the year.

(U) In meeting its operational commitments, USS Midway maintained satellite and long-haul, high frequency radio links with Naval Communications Area Master Stations in Western Pacific (WESTPAC), Eastern Pacific (EASTPAC) and Mediterranean Sea (MED), as well as Naval Communications Stations: Diego Garcia; San Miguel, RP; and H. E. Holt, Australia.

(U) During 1981 the Communications Department was challenged with every evolution faced by shipboard Naval Telecommunications. The impressive manner in which each such challenge was met earned the Communications Efficiency "C" award for USS Midway for the period 01 July 1980 - 31 December 1981.

(U) A significant reconfiguration of main communications was undertaken to accommodate the future installation of Naval Modular Automated Communications Systems (NAVMACS) AN/SYQ-7 (V3) communications system. This reconfiguration was accomplished incrementally during three sequential Selected Restrictive Availabilities (SRA) covering approximately seven months. Additional Major features of this shipalt were: relocation and construction of a larger Teletypewriter/Crypto Repair shops; relocation and rearrangement of the Outgoing Message Preparation area; removal of old individual teletypewriters from the High Frequency (HF) and Tactical areas and subsequent installation of two AN/FGC-100 and two AN/FGC-79 teletypewriter equipment cabinets. The reconfiguration of main communications resulted in a significant improvement in equipment arrangement and message traffic flow patterns.

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6. (U) SAFETY/3M DEPARTMENT

(U) Members of the COMNAVAIRPAC Maintenance, Management, Material (3-M) Inspection team conducted a 3-M Assist visit, 31 May 1981 to 5 June 1981. The team provided 3-M training and an informal evaluation of the ship's 3-M program. Later, between 3-8 December, a 3-M Inspection was conducted by the COMNAVAIRPAC 3-M Inspection team. The department received an evaluation of satisfactory with a Periodic Maintenance Schedule (PMS) performance rate of 77.5%.

(U) USS MIDWAY was selected as CV/CVN runner-up for the CY-1981 Admiral Flatley Memorial Award in recognition of superior operational readiness, an outstanding safety record and significant contributions in the field of aviation safety.

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7. (U) DECK DEPARTMENT

a. (U) During 1981 Deck Department completed six underway fuel replenishments with the following escorts:

LOCKWOOD (2)
HAMMOND (1)
KIRK (1)
BRADLEY (1)
GRAY (1).

(U) A total of 46 underway replenishments were completed with the following replenishment ships:

ASHTABULA (5)
PASSUMPSIC (5)
CAMDEN (5)
WHITE PLAINS (2)
MISSISSINEWA (12)
NAVASOTA (1)
MOUNT HOOD (2)
MISSPILLION (2)
HASSAYAMPA (7)
SAN JOSE (1)
HALEAKALA (3)
ROANAKOE (1).

(U) Six Emergency Breakaway Drills and two Abandon Ship Drills were conducted.

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8. (U) MEDICAL DEPARTMENT

a. (U) The following statistical data for Medical Department is submitted for 1981:

<u>MONTH</u>	<u>PHARMACY SCRIPTS</u>	<u>LAB TESTS</u>	<u>X-RAYS</u>	<u>VISITS</u>
JAN	3139	1340.	156	1336
FEB	3277	2016	307	1704
MAR	2998	5143	465	2030
APR	3053	3556	458	2860
MAY	2485	2473	318	2177
JUN	1886	3905	278	2144
JUL	1498	2003	265	2238
AUG	1156	1538	114	1684
SEP	3892	6117	213	2860
OCT	942	4299	201	2267
NOV	1695	4283	294	1673
DEC	759	3193	254	1590

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9. (U) TRAINING DEPARTMENT

(U) During 1981 a total of 3418 tests were administered to MIDWAY personnel through the training department.

(U) MIDWAY offered 44 (3 semester hours each) college level courses through the PACE program. A total of 30 (45 classroom hours each) high school courses were offered.

(U) During the CNO's visit to MIDWAY on 2 September 1981, Admiral Hayward authorized eight Engineering Department personnel to be meritoriously advanced to E-4. Eight firemen were selected and four were advanced to BT3 and four to MM3. Also during 1981, twenty six personnel were advanced under provisions of the Command Advancement Program (CAP): 18 to E-4, 6 to E-5 and 2 to E-6.

(U) Finally, MIDWAY's Indoctrination Division processed 1,317 individuals through its training syllabus during 1981.

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10. AIR DEPARTMENT

A. ~~(C)~~ STATISTICS FOR 1981

<u>MONTH</u>	<u>ARRESTED LANDINGS</u>	<u>CATAPULT/FREE DECK LAUNCHES</u>	<u>JP-5 FUEL CONSUMED (GAL)</u>
JAN	370	370	700,589
FEB	673	617	1,375,126
MAR	1389	1388	2,675,687
APR	1464	1464	3,092,560
MAY	711	717	1,451,803
JUN	345	337	695,048
JUL	610	666	1,273,553
AUG	452	447	812,226
SEP	742	682	1,407,219
OCT	247	320	376,094
NOV	845	860	1,753,435
DEC	584	618	1,437,513

B. (U) MILESTONES

1. 253,000 LANDING, 9 JAN 81; LT (b) (6) / LT (b) (6) (F-4S/VF-151)
2. 254,000 LANDING, 11 MAR 81; LT (b) (6) / LT (b) (6) (F-4S/VF-161)
3. 255,000 LANDING, 31 MAR 81; LT (b) (6) / LCDR (b) (6) (E-2B/VAW-115)
4. 256,000 LANDING, 18 APR 81; LT (b) (6) / LT (b) (6) (KA-6D/VA-115)
5. 257,000 LANDING, 17 MAY 81; LCDR (b) (6) / LT (b) (6) (KA-6D/VA-115)
6. 258,000 LANDING, 13 JUL 81; CDR (b) (6) / LTJG (b) (6) (F-4S/VF-161)
7. 259,000 LANDING, 9 SEP 81; CDR R. S. Farrell / LTJG (b) (6) (F-4S/VF-151)
8. 261,000 LANDING, 20 DEC 81; LCDR (b) (6) / LCDR (b) (6) (F-4S/VF-151)

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11. (U) NAVIGATION DEPARTMENT

- a. (U) Linear Miles Steamed: 36,295.6
- b. (U) Inport Days: 184.5 (140.5 Yokosuka, 44 days in other ports)
- c. (U) At-Sea Days: 180.5

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12. (U) AVIATION INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

a. (U) ANNUAL STATISTICAL DATA

(1) (U) Production Data

MONTH	COMPONENTS PROCESSED	COMPONENTS REPAIRED	% RFI
JAN	1311	826	63.0
FEB	1727	1072	62.1
MAR	3517	2473	70.3
APR	3706	2566	69.2
MAY	2458	1688	68.7
JUN	1321	841	63.6
JUL	2354	1585	67.3
AUG	2349	1452	61.8
SEP	3398	2176	64.0
OCT	1921	1184	61.6
NOV	3025	1973	65.2
DEC	2081	1355	65.1

(2) (U) Ship's C-1A Data

MONTH	FLT HRS	FLTS	ARR LANDINGS	% OP RDY
JAN	52.1	22	0	-
FEB	45.1	23	10	-
MAR	32.0	-	12	-
APR	3.4	-	0	-
MAY	20.5	-	1	-

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(U) Ship's C-1A Data (Cont)

MONTH	FLT HRS	FLTS	ARR LANDINGS	% OP RDY
JUN	34.3	14	1	-
JUL	29.6	13	0	-
AUG	60.4	32	16	-
SEP	32.5	19	4	77.9
OCT	36.2	18	2	81.0
NOV	58.9	38	7	-
DEC	53.7	30	5	97.7

(U) Operational Readiness (OP RDY) data is unavailable for the months between January and August and also in November because of computer problems. The C-1A was transferred to VRC-50 on 7 March and returned on 28 May. Data on the number of flights for April and May is unavailable.

(U) Between 1 January to 31 March: The Ground Support Equipment Division completed rehabilitation of forty pieces of rolling stock and performed extensive corrosion control on an additional sixty-six units. The Hydraulic Component Work Center was refurbished to create a dustfree environment, the Jet Engine Test Cell was reworked, and the Naval Oil Analysis Program (NOAP) Lab was conditionally certified for interservice use. Rework was completed on the MA-2 electrical power equipment test set and five major benches in the van complex. The AN/ASN-92(V) support capability was upgraded by the installation of a -9 model Inertial Platform Test Station. A review of AIMD's maintenance practices was completed by the Chief of Naval Air Pacific (CNAP) Maintenance Management Advisory Team.

(U) Between 1 April to 30 June: The Ground Support Equipment Division completed the semi-annual Material Readiness Inspection with a grade of Excellent. AIMD satisfactorily completed the command inspection and the Calibration Lab successfully underwent a COMFAIRWESTPAC (Calibration Laboratory) Review. Also during this quarter the ship's C-1A crew received the CNO Safety Award, welding booth was refurbished and enlarged to provide better support, and Avionics Division instituted a "Mobile Maintenance Team" concept for test bench repair. This resulted in an overall reduction of Broad Arrow reports by approximately forty percent.

(U) Between 1 July to 30 September: The GSE Division performed extensive preventative maintenance on approximately fifty percent of assigned rolling stock. The first two Multiple Ejection Rack/Triple Ejection Rack (MER/TER) inspections were completed on board vice forwarding the units to NAS Cubi Point as had previously been done.

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Performing these inspections locally will significantly reduce turn around time for the racks. The Mobile Maintenance Team effected repairs on six major electronic benches and repaired various units in other divisions, in addition to performing emergency repairs on Medical Department and Photo Lab equipment. Paraloft received a Beckman Acculab 4 oxygen test bench for more precise analysis of Aviator's Breathing Oxygen.

(U) Between 1 October to 31 December: The GSE Division cycled twenty five percent of assigned rolling stock through extensive preventative maintenance, while the airframes shop demonstrated increased level of professional expertise by accomplishing previously unattempted depth of repairs on A-7 belly pans and A-6 honey-comb construction wing slats. Workable backlog and total in house Ready for Issue (RFI) components reached the highest level in more than two years.

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13. (U) MARINE DETACHMENT

a. (U) Significant Events:

On 16 February the Marine Detachment provided a color guard and two drill teams for USS MIDWAY's Change of Command in which CAPT R. S. Owens relieved CAPT E. I. Carmichael. Vice Admiral Trost, COMSEVENTHFLT, was the distinguished guest.

On 19 February CAPT Germain B. Broeckert, Jr. relieved Major William M. Charles II as Commanding Officer, Marine Detachment. Change of Command ceremony included a march in review. Guests included CAPT R. S. Owens, Commanding Officer, USS MIDWAY (CV-41) and Colonel Doublet, Commanding Officer, Marine Barracks, Yokosuka, Japan.

On 28 March the Marines provided a color guard for memorial services held for ASM Joseph A. McGibbons, who was lost at sea. During the ship's Weapons Training Proficiency Inspection held on 28 April the Marines were rated as outstanding. On 22 May the Marines provided the color guard for memorial services for MMFA James A. Watts, who was lost at sea; and, for AASK Enrique T. Lazarte who was killed in a traffic accident on 2 June. Later, on 23 June the Marines provided a color guard for VA-115's Change of Command; then, on the 28th of June, participated in a Command Personnel Inspection by Rear Admiral J. J. Barth. The Detachment was commended for its outstanding military and personal appearance.

Color guards were provided on 4 August for memorial services for EM3 Troa H. Blevins, a crew member who drowned; and for VA-136's Change of Command on 18 August. On 3 September Marines provided color guard for memorial services for Lieutenant John Muirhead who died in an aircraft crash. On 9 November the Marine Detachment and VMFP-3 jointly conducted a traditional Marine Corps 206th Birthday Cake Cutting Ceremony, while underway in Hangar Bay One. Guests included Rear Admiral Hardisty and Captain Owens. Later, on 15 November the Marine Corps 206th Birthday was celebrated at the Officers' Club, Hialiah Army Compound, Pusan, Korea. Finally, in December the Marines provided a color guard for VA-93 Change of Command (22 December) and for VA-56 Change of Command (28 December).

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B. PHOTO HISTORY
(Photos are in seperate enclosure)

<u>Date</u>	<u>Photo No.</u>	<u>Occasion</u>
10 JAN 81	0041	RADM O'HARA'S VISIT
25 JAN 81	0063	JAPANESE VIP VISIT
03 FEB 81	0060A	DIRECTOR GENERAL OF JAPANESE CUSTOMS
03 FEB 81	0060B	DIRECTOR GENERAL OF JAPANESE CUSTOMS
18 FEB 81	0206	JAPANESE SENIOR OFFICERS' VISIT
11 MAR 81	0277	VISIT BY AMBASSADOR THAYER
13 MAR 81	0312	SINGAPORE ARMED FORCES OFFICER TOUR
13 MAR 81	0328	VISIT BY VADM SCHOULTZ
13 MAR 81	0288	PRESS TOUR FROM SINGAPORE
14 MAR 81	0294	AMERICAN EMBASSY TOUR FROM SINGAPORE
14 MAR 81	0325	NEW ZEALAND ARMED FORCES' TOUR
15 MAR 81	0320	AMERICAN BUSINESS TOUR
31 MAR 81	0479	VISIT BY BRITISH SAILORS
31 MAR 81	0525	VISIT BY BRITISH SAILORS
31 MAR 81	0513	VISIT BY BRITISH SAILORS
10 APR 81	0596	VISIT BY BRITISH SAILORS
16 APR 81	0677	JOINT CHIEFS OF STAFF REPRESENTATIVES
16 APR 81	0685	SENATOR HATFIELD AND SENATOR MCCLURE
27 APR 81	0769	CINCPACFLT, ADM DAVIS
27 APR 81	0795	CINCPACFLT, ADM DAVIS
08 MAY 81	0860	UNIVERSITY TOUR PERTH, AUSTRALIA
08 MAY 81	0859	AMERICAN CONSULATE TOUR PERTH, AUSTRALIA
16 MAY 81	0924	RADM DOYLE
12 AUG 81	1587	JAPANESE DIET COMMITTEE VISIT
12 AUG 81	1564A	JAPANESE DIET COMMITTEE VISIT
12 AUG 81	1564B	JAPANESE DIET COMMITTEE VISIT
02 SEP 81	1652	CNO ADDRESS TO MIDWAY SAILORS
09 SEP 81	1669	VISIT BY REP OF PHILIPPINES MINISTER OF INFORMATION
11 SEP 81	1672	CINCPACFLT, ADM WATKINS
24 SEP 81	1688	VIP TOUR FOR LORD MAYOR OF PATTAYA BEACH, THAILAND AND PARTY
20 OCT 81	1708	VISIT BY MASTER CHIEF PETTY OFFICER OF THE NAVY CROW
13 OCT 81	1703	RETIRED JAPANESE RADM HEIJIRO ABE
07 NOV 81	1735	KOREAN VIP VISIT
11 NOV 81	1742	AMBASSADOR TO KOREA
16 DEC 81	1791A	VIP VISIT
16 DEC 81	1791B	VIP VISIT FLOWER PRESENTATION
20 DEC 81	1796	JAPANESE DIGNITARIES

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